TIN PROPERTIES ON A LARGE SCALE IN THE BLACK RILLS, SOUTH DAKOTA.

Rich Pincers Opened Through Shafts in Idaho—A Solid Block of Copper Pyrites —Arizona Gold Ore Yielding 23,000 Per Ton—Deposits of Lithographic Stone, DEADWOOD, Aug. 25 .- The Harney Peak Tin Mining and Milling Company have issued a mortgage to New York and London capitalists to secure the bonds issued by the company to the amount of \$4.880,000. The mortgage includes all tin claims, both placer and quartz. and all other property owned by the company. The company, with the money thus obtained, will fully develop their property. They have already expended a very large sum on the property, and have sufficiently developed it to make sure of the existence of tin in paying quantities. They have built costly mills, which will be "blown in" upon their completion. about Oct. 15. These two mills have an aggregate crushing capacity of 350 tons every twenty-four hours. Allowing but a very small percentage, say two per cent., cassiterite (or tin stone) to the ton, the result of each day's run would be 14,000 pounds of tin stone, worth \$1,900 at the present price. The monthly output would be at the rate of 420,000 pounds of tin stone, worth \$58,000. The crushed stone will have to be shipped East to be smelted, as the company will not build smelting works for the present, but the price for shipment and value. So it can be readily seen that tin ore hes not to be of a very high percentage to make it pay, but the quantity has to be there. and if the Harney Peak Company cannot supply their mills with ore from the 1,100 claims, they can buy properties that will ena-

ble them to keep the mills running.

A deal was closed on Wednesday between Bamuel Allerton of Chicago and Harris Frank-lin, J. C. Spencer, and C. W. Carpenter of this city, whereby the above named secured the controlling interest to the Tornado, Harmony. and Double Standard properties for the sum of \$300,000. The claims are the best in the Bald Mountain district and are partly developed. It is the intention of the new managers to erect a reduction plant of the chlorination process of 300 tons daily capacity in this city for the treatment of the ore from these properties. This sale has given an upward tendency

Considerable excitement was caused in mining circles on Tuesday by an announcement that "prospectors" had discovered several bodies of rich dry ore on the west side of Terry's Peak. The country on this side of the mountain is overlaid with jasper, though the chances for finding an extension of the refrac-tory ore belt were small. But the prospectors

tory ore belt were small. But the prospectors continued work and penetrated the jasper, under which heavy ledges of dry ore were found carrying from \$50 to \$65 per ton in gold. The news stread rapidly, and prospectors are flocking there by the hundred.

The deal which has been forming between the owners of the large group of tim mines, in the Bear Gulch tin district and J'E Scott, the head of a Philadelphia syndicate, has been consummated, and plans are on foot for development. The Burlington Railroad has been induced to build to this section. IDAHO.

IDARIO CITY, Aug. 22.—John Henry is extracting ore from the Bolla mine, Beaver district, hear Banner, that will mill 500 ounces silver ber ton. This ore is coming from the shaft, which is down sixty feet. The vein from which the ore comes is four feet wide, and a company of New Jersey men, who have bought in with Mr. Henry, will push the shaft down to the 200-foot level with all possible speed. Some prospects in the district, under course of development by A. W. Punn, are also looking well. Two locations just made, one by Jesse Johnson and E. Johnson and Johnson and E. Johnson and Johnson and E. Johnson and Joh

which had been idle since last year. The present owners feel very sanguine that they will soon have her producing again.

Now MEXICO.

Silvyr City Appl. 4.—It has been over six yeeks since the Atchison, Topoka and Santa Yee Hadroad Company refused to furnish cars to the Silver City and Northern Indiroad Company feduced to furnish cars the producers in the Territory, are closed down, and there is no work going on in the camp except development work on a small scale, Legal proceedings plant to restrain the Silver City and Northern Railtoad Company from charging local rates on ore shipped to points beyond its line. The case will be heard to-morrow at Las Cruces by Judge McFei of this district cure in the case will be heard to-morrow at Las Cruces by Judge McFei of this district cure in the state of the Southwestern Coal and Iron Company shown as the Southwestern Coal and Iron Company and the site of the Southwestern Coal and Iron Company in the company purchased thirty-one mines and the more to the smelters at Socorro and the Paso. Last Marcha Pennsylvania syndicate purchased thirty-one mines and the southwestern Coal and Iron Company to the Coal Company cancelled the through rate of the Southwestern Coal and Iron Company to the Coal Company cancelled the through rate of the Southwestern Coal and Iron Company to the Coal Company cancelled the through rate of the Southwestern Coal and Iron Company to the Coal Company cancelled the through

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the way down. Near the bottom of the shaft some very fine aliver ore was found which runs over \$2.000 to the ton. The best ore is being sacked and shipped here and the second grade ore is being piled up on the dump at the mine, where a mill will be erected to treat it.

The Maud S, mill, on Silver Creek, which was recently completed, has been started up on ore from the Maud S, mine. The capacity of the mill is about 35 tons of ore a day. Enough development work has been done in the mine this summer to insure a long run for the new mill as there is ore enough now exposed to supply the mill for several months.

The lixiviation plant at Stein's Pass, which has been in operation on ores from the volcano mine for more than two months, will be enlarged and the low grade ores produced in the camp will be treated by this process. Until this summer no attempt had ever been made to treat the ores produced in that camp which were too low grade to ship. The shipping ore was sorted out and the low grade thrown on the dump, but now it has been demonstrated that this ore can be treated at a fair profit by the lixiviation process.

A solid block of copper pyrites was taken out of the Bonanza mine at Hillsborough a few days ago. It is the linest specimen of its size ever taken out of a mine in New Mexico. The ore was taken from the deepest workings in the mine.

The fron King mine at Kingston has been sold to the Kingston Ore Reduction Company.

ore was taken from the deepest workings in the mine.

The Iron King mine at Kingston has been sold to the Kingston Ore Reduction Company, which has been organized to operate the Kingston smolter. The Iron King produces a silver-manganese ore, which is very desirable for smelters, and large quantities of the ore have been shipped to the smelter at Hills-berough within the past few week.

Daniel Campbell has struck ore half way between Kingston and Hills-borough, which runs 30 ounces in silver and \$16 in gold. The two camps are about twelve miles apart, and kingston is a silver producing camp, while Hills-borough is a gold camp. Previous to this time no discoveries of any importance have ever been made between the two camps.

Wheeler, Eccherger & Siater, lessess of the Pelican mine at Hermosa, have uncovered the largest body of shipping ore which has everbeen found at Hermosa. They have a face of ore which is 20 square feet, and the ore averages nearly \$200 per ton. The camp is a long distance from the railroad, and low-grade ores cannot be mined profitably there.

distance from the rational, and low-grade ores cannot be mined profitably there.

ARIZONA.

TUCSON, Aug. 27.—Mr. Darms came in this morning from his Central mine in the Guelavi mountains. He says that he is now down iffteen feet in a 10-foot ledge carrying gold, silver, copper, and lead. He says Mr. Lichiter in the Contest has struck a narrow but rich vein in his mine which may develop something valuable. These mountains have never been even prospected, and if practical miners, backed by capital, would thoroughly develop the mines in this district, it would soon become a large mining camp, as wood, water, and ore are plentiful.

Ira Moore came in from Walnut Grove this week, Bringing with him seventy-five pounds of ore from the Red Buck mine, owned by himself and Mr. Waterman. The ore brought in will run about \$3,000 to the ton, gold. It is an iron-colored, honey-combed decomposed quartz, free milling. By shaking the specimens violently, the free gold will actually fall from them, and in hauling, much of the gold was shaken out. The mine is developed, by over 200 feet of shafts and crosscuts, and \$00-free milling gold ore has been taken out from the surface down. The rich ore, however, was taken from a now shaft only 32 feet in depth and 40 feet from the discovery shaft. This shaft was sunk by McAllister & Rogers, who contracted with the owners of the mine to do the development work for half of the ore they took out. For the past year Moore & Waterman have been taking ore from this claim and running it through their arastra. The property is certainly marvellously rich. The vein averages two feet in width, with no show of petering out.

who have examined the stone pronounce it the best quality yet found in Arizona. Thomas Stein has opened up a fine chute of ore in the Jennie mine in the Minnesota dis-trict. A tunnel has been run in on the ledge about 100 fect which shows ore almost the en-tire distance.

AT THE BROOKLYN THEATRES. Four Various and Attractive Plays to Be

Performed This Week. The dramatic season has already gained a

ood headway in Brooklyn, and the offerings for this week are such as to give, in diversity of quality, a wide choice for audiences to make. Comedy of a kind both polite and hilarious is at the handsome new Columbia Theatre, for "Mr. Wilkinson's Widows" is there with a cast selected from Charles Frohman's forces. This joint move of Gillette and Bisson possesses a brilliance of characterization and an originality of incident that puts it far above the farce-comedies of the day. It is a thing for the Columbia's modish assemblages to enjoy keenly. Contrastingly violent in its fun is "Eight Bells." the pantomime-farce at the Grand Opera Housa. This entertainment, as given by the Byrnes and their companions, is one of the liveliest of current achievements in comicality. Equally certain of merit, but in the melodramatic line, is "Paul Kauvar," at the Lee Avenue Academy. A fourth the atrical appeal to Brooklyn people is made by the Bedford Avenue Theatre, where the play is "Good Old Times." the work of a distinguished English actor and an author. Wilson Barrett and Hall Caine. This place is melodramatic and picturesque. A fine and ingenious outfit of scenery and a competent company are positively promised for it. the farce-comedies of the day. It is athing

ANOTHER BROOKLYN POLICEMAN. Fourteen-year-old Minnie Hess Accuses

CUMMERCE OF THE GREAT LAKES. 8,188 Vessels in 1891 Carry Nearly 84,000,000,000 Worth of Freight.

WASHINGTON, Sept. 4 .- An interesting document, in view of the recent and still pending controversy over the question of tolls through the canals along the Canadian frontier, is the forthcoming report on the commerce of the great lakes by S. G. Brock. Chief of the Bureau of Statistics. It shows that the total basin area is 270,000 square miles, embracing more than half the fresh water area of the globe, and the coast line in the United States extends over 3,000 miles. The extreme distance in the United States cast and west is 1,279 miles, and north and south 500 miles. Bordering on the lakes are eight States, with a total population of over 20,000,000. In these eight States are over thirty-six cities with a population exceeding 1,000 each, and six have over 100,000 each.
Of the improvement of the waterways along and through the lakes the report says that the policy now appears to be to enlarge and west of Buffalo navigable for vessels drawing twenty feet of water. Commendable progress has been made in this direction and the work is still advancing. There has been expended on these improvements, up to 1801, the sum of \$37,247,003L

The report says that La Salle and Father Hennepin launched the first regular salling The roport says that La Sale and Falling vessel on the upper lakes in May, 1679. It was the Griffin, which went as far west as Green Bay, but was lost with her cargo of furs on her return voyage. Until after the Revolutionary war France and Great Britain monopolized the shipping on the lakes. The first American vessel haunched was built at Eric, Pa. in 1797. The first steam vessel that navigated the lakes was built at Sackett's Harbor. N. Y. and measured 240 tons. The lirst steamer built above Lake Ontario was Walk-in-the-water, launched at bleck flock in May, 1818. After 1840 there was a rapid growth in the commerce of the lakes. The schooner Illinois, 100 tons burden, was the first vessel to arrive at Chicago from the lower lakes. This important event occurred on July 12, 1834, and all the male inhabitants of the village, including the boys, amounting to nearly 100, assisted in dragging the craft across the bar. The first American vessel launched ubon Lake Superior was the John Jacob Astor, in 1835. The American vessel launched ubon Lake Superior was the John Jacob Astor, in 1855. The American Fur Company followed with other vessels in 1845. The discovery of copper on the shores of the lake in 1845 gave an impetus to navigation and the building of vessels which has not yet ceased.

of the lake in 1845 gave an impetus to navigation and the building of vessels which has not yet ceased.

From 1840, says the report, the growth of the lake fleet has been racid and surprising. The total tonnage in 1840 was 101,832 tons, valued at \$7,808,000. Thirtoen years later there were navigating the lakes 350 steam vessels with a measurement of 125,020 tons and 1,152 sailing vessels, with a tonnage of 257,089, the total value being \$11,802,450. In recent years the growth of the lake fleet has been still more rapid. On Dec. 1, 1831, according to Inland Lloyd's Register, the lake fleet consisted of 2,125 vessels, of 870,000 tonnage, and valued at \$57,054,000. This is exclusive of small tugs, steam canal locats, and sailing vessels, which are strictly not a part of the carrying fleet. Including these, the total registered enrolled and licensed tonnage of all craft afloat on the northern lakes in 1831 was 1,154,870 tons. These vessels compare favorably with ocean vessels in size and cost. In 1859 the largest lake propeller average 700 tons not; in 1890 the average enrying capacity of the largest steamers was 2,352 tons; in 1891 it had increased to 3,300 tons.

The report includes statistics of the traffic of the lakes, which are bewildering in their immensity. In 1890 the navigation season extended over a period of 234 days. The foreign trade on the lakes in that time amounted to 2,003,000 tons of cargo, and the United States coastwise trade to 28,205,000 tons, an increase of 2,835,000 tons over the traffic of 1880. If these cargoes had been loaded into railroad freight cars they would have covered 133,400 miles of track. The estimated value of this immense traffic for 1800 was \$342,522,000.

Carrard remonstrated with her on account of her carclessness, be says, and finally on Aug. 8 discharged her. She was angry and told Anthony Klingelfuss, a farm hand, that she would make "the old man" suffer. Klingel-fuss says she told him she wanted money and would get it out of Carrard if she had to black-mail him.

mail him.

Mr. Carrard said last night he had heard nothing about a suit for breach of promise, and that no papers had yet been served.

HE JUMPED 100 LATE. Printer Loughren Loses His Life in Saving that of His Wife.

George Loughran, a printer, 21 years old. died in the Fordham Hospital yesterday from injuries received by being struck by a train of the New York and Northern Rallroad on Saturday at Fordnam Heights. He had been out crabbing in the Harlem River with his wife. They landed at Haskin's dock and crossed They landed at Haskin's dock and crossed the Central track in safety. They were crossing the New York and Northern tracks with Mrs. Loughran in advance when a north-bound train came upon them suddenly. Loughran shoved his wife off the track and tried to follow her, but was too late. The pilot of the locomotive struck him and hurled him to the station platform. His arm was broken his head cut, and he received internal injuries that resulted in his death.

Mrs. Loughran insists that the bars guarding the crossing were not lowered, and that no flagman was in sight to warm pedestrians. Loughran lived at 2.139 Vanderbilt avenue.

Belleved to Be a Disguised Train Robber. SAN BERNARDINO, Cal., Sept. 4 .- About 5:30 o'clock yesterday afternoon a man disguised in a red wig, with long, false whiskers, and armed with a Winchester rifle and a revolver, called at the house of Mrs. Robinson, a mile west of Colton, and demanded food. The man limped and otherwise answered the descrip-tion of Sontag, the Collins train robber. A companion, also well armed, remained in the brush near the house. After the men left. Mrs. Robinson came to Colton and reported the oc-currence. Robinson came to Colion and reported the oc-currence.

A posse was made up and followed them un-til it o'clock this morning, when the trail was lost. At 1 o'clock Detective Smith arrived and a new posse was organized and started in pur-suit. The fugitives were going in the direc-tion of the San Jacinto Mountains, and are thought to be trying to get to Mexico. The San Diego county officers have been posted, and it is believed the robbers will be captured inside of twenty-four hours.

A Barber Accused of Counterfelling. For months complaints have been made at the Forty-seventh street station house that counterfeit dimes were being circulated in the counterfeit dimes were being circulated in the Twenty-second precinct. On last Monday night a butcher at Seventh avenue and Forty-ninth street found a number of spurious coins in his cash drawer while counting over the receipts of the day. Suspicion fell upon Leanardo Tolanche, an Italian barber, whose shop is at Fiftieth street and Sixth avenue, and he was arrested. A number of bogus coins were found in his possession. He claimed that he received them from his customers, but the officers think they have caught the original counterfeiter. Tolanche was turned over to the custody of the United States authorities.

Typographical Union No. 6 had a largely attended meeting in Clarendon Hall yesterday. at which the question of payment for machine work came up. A discussion of over an hour took place as to whether the hands employed at machines should be paid by place and by time as they are paid now, or by piece altogether. The question was finally referred to a special committee. The sum of \$500 was given to the striking printers in Pittsburgh.

The Pennsylvania Railroad
Is the shortest, best and safest line to Chicage and St

IN THE REAL ESTATE FIELD.

This market, like most others, has been affected by the cholera scare. In a Presidential year there is usually more or less indifference in real estate circles until the hubbub is over. With this influence exerted there is now the additional feature of cholers in the port of New York. The timidity and hesitancy of speculators and investors are all the more marked, and with the most rigid precautions it is scarcely to be doubted that some time must clapso before confidence is restored. There is a fair business in rents, and an authority says this branch of business is "more satisfactory this year than it has been for a long time, and brokers and agents are taking courage from this fact. Even the neglected flat is in demand, on the west side especially, and real estate men say that if the present activity in this line continues a great deal of important work in the way of sales will be transacted. It is, perhaps, un-wise to depend too much on the results of this successful renting season. It may be that an active sales market will follow in its wake, but the traditions of the real estate market are against any such inference."

Brokers' sales include:

Brokers' sales include:

Brokers' sales include:

NEW VOER.

Fay A Stacom have sold the new five-story and basement brick and stone may Now 25, 27, and 20 Market statement brick and stone may Now 25, 27, and 20 Market statement brick and stone may Now 25, 27, and 20 Market statement brick and stone may Now 25, 27, and 20 Market statement brick and stone may Now 25, 27, and 20 Market statement have No. 17 East Porty-Gruth attent, a four-story brown-istone dwelling 16,840,810, and for James C. Wallace to S. H. Cohen No. 14 West Thrity-first street, a four-story brown-istone dwelling 25,855,100.

William Steinway has purchased from Mrs. Elia S. Webster No. 15 cast Fifty-third street, a four-story brown stone dwelling 25,845,100. for \$70,000.

Jas. h. Leviness has sold for feen McGrath No. 30 West Nineteenth street a three-story brown-stone dwelling, 25,845,812,100. for \$70,000.

Jas. h. Leviness has sold for feen McGrath No. 30 West Nineteenth street a three-story brown-stone dwelling, 25,845,812,100,000.

C. Wolinsky has sold for lease Blumberg and David Cohen the northwest corner of belancey and Colombia streets. Size 24,885,822,880, with two three-story brick telements with stores thereon, to Julius Crager at \$20,000 and the lycar's taxes.

D. Kempiner A. son have sold the five-story double apartment hums. No. 212 West Stry-seventh street, 20,000 private terms.

James W. Foutz has sold for C. Back & Co. the four-story stone front dwelling, 22,856,850,850.

Rennett A straff have sold the for story brown-stone flows. In A West Eighty-seventh street, for Eli Martin to Win. E. Keys for \$30,000.

Rennett A straff have sold the for story brown-stone house. 1985,6810,650. No. 121 West Events Stored Land for M. Drummond the three-story dwelling No. 220 West 124th street and for the form of the house the form of the house the form of the horestory dwelling No. 200 West 124th street.

Jenkins Brosshoth of Elia Store story decline Now 200 West 124th street. on the north side of litth street, west of Lenox avenue, J. L. Stotheres bought in person most assistive adjoining the school, and R. W. Kane purchased the third most easierity adjoining the school, and R. W. Kane purchased the third most easierity. John W. Stevens has soid for Dann Brea, to F. R. Lewis No. 25 West Ninety sixth street, a lour-story brown-stone dweiling, 19x55x164.

J. R. Lecham has soid for H. King the three-story frame house and stable No. 72 Fast 127th street, 25x0x11, to 19. Johnson for \$12,226 casing sates. For J. Claretree Boxtes has made the formick, the three-story frame house on the most side of Prospect avenue, north of 195th street, for \$5,250, for S. Imark and G. Kurtz, eight lots on the north side of Union avenue, 15 feet south of Westchester avenue, for \$14,000, to Frederick McCarthy, who will immediately improve the lots by erecting small boases theroon. These lots form part of the old Bater exits of absultable improve the lots by erecting small boases theroon. These lots form part of the old Bater exits of absultable loss connection with the bruige by the new trodey road. Mr. Itavis has also soil for Anthony Mediwen to hax Rodding and Robert Spraine as a down in the southers of 147th street and Thirton avenue for \$10,500. Flans have been prepared and the work of boar Rodding and Robert Spraine as a down in the southers of Archer V. Pancosat the four-story dwelling No. 557 Madison avenue.

Senent & Graff have leaved the corner store in the "Beimonte," on the southwest corner of volumbus avenue and Seventy offer a tree, for Simon Banner to Harrienberg & Angus, druggts s. for ten years, at an average of 2,530 per annum, and for Dr. Withiam of years at \$2,500 per annum, and for Dr. Withiam of years at \$2,500 per annum, and for Dr. Withiam of years at \$1,500 per pear.

to the control of the and Sackett streets, for Nichels Davids to D. F. Lucas, on private terms.

Wiss R. C. Taibot has sold for George Pauniman to Mrs. Hannah Christinas the three-story and basement brown stone dwelling, 20x45x150, on the north side of McDonough street, No. 94, 200 feet cast of Tompkins avenue, for \$5,600.

W. H. Grace has sold the three story frame dwelling, on lot 22x6x, No. 437 (food street, for S. J. Wood to P. H. Kunzinger for \$7,000.

VORKERS, - William R. Ware has sold to Fred Marshall lot No. 53, map Richmond Park, 508125, for \$420, and to George H. Waiter, Jr., lots 24 and 25 on the same map, a plot 125x150, for \$1,455.

Prof. Dundon's Barret of Wine.

Prof. Arthur H. Dundon, Vice-President of the Normal College, who lives at 2,341 Ryer avenue, Fordham, yesterday caused the arrest of Henry Lookinbil, his hired man. The professor accused him of drinking a barrel of rare old muscatel wine which he had been keeping in his cellar in reserve for unusual occasions. When Dr. Dundon went to tap the barrel he found it empty. Justice Duffy held the hired man for trial.

Court Calendars This Day. STREEM CORF-CHANDER. Motion calendar, Nos. 1 to 30, called at 11 o'clorg.
SUBBOOKET'S CORF. For proteste-Wills of John Bank, George Bissardon, Abraham II. Frank, at 10 A. M.; Kilian Hentz, sugi simacche, George W. Bioomfield, Emit Wollenschlager, at 10, 30 A. M.

Railroads. DELAWARE, LACKAWANNA AND WESTERN R. R. in New York, foot of Barciny and Christopher Str. HORTEST LINE VESTIBULED

TRAINS, PULLMAN COACHES,

TRAINS, PULLMAN COACHES,
Direct route to Newerk, Hoomfield, Montelair, the
Oranges, Stommit, Hernardsville, Basking Ridge, Madhon, Morristown, Passan, Paterson, Boonton, Bover,
Stanhope, Buddy, Lake, Lake, Hopateons, Hackettstown, Schooley's Mountain, Washington, Philipslarg, Easton, Water Gap, Strondsburg, Pocono Mountains, Scranton, Pittston, Wilkesbarre, Nauticoke,
Danville, Northumberland, Montrose, Binghamton,
Oxford, Norwich, Waterville, Utica, Richfield Shringa,
Cortland, Syracuse, towers, Chack, Owers, Elmira,
Cortland, Syracuse, towers, Chack, Owers, Elmira,
Cortland, Syracuse, towers, Chack,
Cortland, Syracuse, Disconding Springs, and Owers,
Cortland, Syracuse, Disconding Springs, and Owers,
Cortland, Springs, Philipsin Parior Care, Connects at Buffalo
Express, Pollman Parior Care, Connects at Buffalo
Bartes, Mandaland, Hichard Springs, and Owers,
Care Springs, Parior Care, Connects at Buffalo
Bartes, Mandaland, Hichard Springs, and Owers,
Care Springs, Philipsin Parior Care, Connects at Buffalo
Bartes, Mandaland, Hichard Springs, and Owers,
Care Springs, Philipsin Parior Care, Connects at Buffalo
Bartes, Mandaland, Bartespan, Care, Buffalo, Philipsin Parior Care, 120 A. M.-Binghamton mail. Stops at princpal



12.15 A. M. All trains run daily. For EALTINORE unity, dust F. M. west days.
For Norfolk via Bay Jen. 1, 30 P. M. west days.
Ticket onices. 172, 26 et al. 1, 30 P. M. west days.
Ticket onices. 172, 26 et al. 1, 148 Frondway, 31
East 14th st. New Series des Fulton st. and 74 Broadway, 51
East 14th st. New Series des Fulton St. and 75 Broadway, 51
East 14th st. New Series and Formation of Liberty St.
Westcott's Express Company will call for and check
beggage from hotel or residence to destination.

Mailronds.

"AMERICA'S GREATEST RAILROAD ENTRAL A HUDSON RIVER R. R. THE STANDARD RAILWAY OF AMERICA!

DIRECT LINE TO NIAGARA PALLS All trains arrive at and depart from Grand Central Station, 42d Street; the only railroad station in the City. Trains leave as follows:

EMPIRE STATE EXPRESS. S:30 A. M. - Except Sundays. Pastest train in the world. No extra fare. Arrives Huffalo 10 P. M. Niagara Falls 5.55 P. M., Clayton 4:45 P. M.

9:10 A. W. Dally, For Albany, Utica, Richfield Springs, Rochester, Syracuse, Buffalo, ARATOGA, LAKE GEORGE, AND 9:20 A. M.—Dally except Sundays. Doe Sara-NEW 10RK AND CHICAGO LISTED. 10:00 day. Daily. Due Chicago 2:45 A. M. next DAY EXPRISS.

10:30 day. DAY EXPRISS.

SARATOGA LIMITED.

1:30 P. M. Saturdays only. Due Troy 5:10 P.

1:30 P. M. Saturdays only. Due Troy 5:10 P.

SOUTHWESTERN LIMITED.

1:55 P. M - Dally, Due Cincinnati 11:15 A. M.,
No extra fare.

NORLD'S FAIR SPECIAL.

1:55 P. M. Daily. Due Chicago 8 P. M. next
ALHANY. TROY. AND BARATOGA

8:30 P. M. Except Sundaya. Due Albany 7:25.

NORTH SHORE LIMITED.

4:30 P. M. Daily. Due Detroit 8:55 A. M. Chicago 4:50 P. M.

FAST WISTERN EXPRESS PAST WESTERN EXPRESS. 6:00 P. M.-Daily. Due Chicago 9 P. M., St.

NORTHERN EXPRESS. 7:00 P. M. - Daily. Due Burlington 4:45. Platte-burgh 6:35. Bloomington 10:28, Saranac Eake 10:45. Montreal 7:55 A. M.
BUFFALO AND NIAGARA FALLS
APECIAL.
7:30 P. M. - Daily. Due Buffalc 7:50 A. M. DIRONDACKS AND THOUSAND 7:30 P. M.—Paily. Due Paul Smith's 10:02 A. M. Saranac f0:40 A. M. Tupper Lake 11:15 A. M. Clayton (1,000 Islands) 5:45 A. M. Clayton (1,000 Islands) 5:45 A. M. Cutte Express.

8:00 P. M. Daily. Doe Cincinnati 7:00 P. M., St. Leuis 7:35 A. M. LIMITED PAST MAIL. 9:00 P. M. Daily Sleeping our passengers for Blochester they carried on this train. CHICAGO NIGHT LXPRESS.

9:15 P. M.—Daily. For Ruffain Detroit, and D:15 P. M.—Daily. For Ruffain Detroit, and D:15 P. M.—Daily. For Ruffain Detroit, and D:15 P. M.—Daily. For Ruffain Detroit, and AND.—HE. F. K. K.—IR.—H. L. S.—VIA. HARLEN DIVISION.

Two trains with through Drawing Room Carsto Pitta-field, daily. except Sanday, n. 01 A. M., due Pitta-field Sid North Adams 2:30 P. M. 200 P. M. due Pitta-field Sid North Adams 2:30 P. M. Tor Pattstield, arriving 6:415 P. M.

Saturiave only, at 2:30 P. M. for Pattstield, arriving 6:415 P. M. 15 P. M.
Por time of local trains, tickets, and space in slaeping rapply at Grand Central Station, or at 113, 291, 418, 5, 542 Brondway, 233 columbus av. 53 West 125th and 138-b et station, New York, 333 West 125th and 178 Fution 81, and 174 Brondway, E. D. Brooklyn, Above trains, except those leaving at 8.39, 9.10, 9.20 M., 150, 3.39, 4.30, 5, 00 P. M., stop at 138th st. ata-

READING RAILROAD SYSTEM

Station Foot of Liberty St., North River. Time Table in effect June 26, 1892.

LEHIGH VALLEY RAILROAD. BUFFALO AND CHICAGO EXPRESS BAILY, 8:15 A. M., 7:30 P. M. SCRANTON EXPRESS, EXCEPT SUN-DAY, 8:15 A. M., 12:30 P. M., 3:45 P. M., 7:30 P. M. For Buffalo, Niagara Falls, and the West, 8:15 A. M., 7:30 P. M. Sundays, 8:15 A. M., 7:30 P. M. For Easton, 7:00, 8:15 A. M., 12:30, 2:15, 3:45, 5:15 7:50 P. M. Sundays, 7:00, 8:15, 11:00 A. M.; 4:40 ys, 11:00 A. M.
or Hazelton, 8:15 A. M., 12:30, 3:45, 7:30 P. M.
or Hazelton, 8:15 A. M., 12:30, 3:45, 7:30 P. M.
or points in the Mahamoy coal region at 8:15 A. M.,
or Wilkesbarre, Pittston, and Scranton, 8:15 A. M.,
30, 3:45, 7:30 P. M. Saindeys, except Scranton, 8:15
M., 7:30 P. M. Saindeys, except Scranton, 8:15

Central Railroad of New Jersey. Train ! leave Station foot Liberty St. WASSINGTON 5-HOUR FLYER DAILY, 11:30 A. M. PHIL, 61-LPHIA FAST LINE, EX-CEPT SUNDAY, 4 P. M. SCRANTON EXPRESS, EXCLPT SUN-DAY, 8:45 A. M., 4:30 P. M. LONG BRANCH FLYER, EXCEPT SUN-DAY, 3:30 P. M. Philadelphia, Baltimore, and Washington. ROYAL BLUE LINE.

 Lido, Subo, with Dining Car, 500, 6000 P. N., 12:15 might.
 Baltimore and Washington Express daily at 3:00, 11:30, with liming Car, A. M., 1.30, 3:30, Dining Car, 5:00, 6:00 P. M., 12:15 might.
 Additional trains week days for Baltimore at 6:00 P. M.
 Parlor Carson Day Trains. Sleepers on Night Trains, For floading at 4:00, 7:07, 8:45 A. M., 1:05, 1:30, 1:30, 2:15, 4:30, 5:00, 5:00, 5:07, 7:07 P. M., 12:15 might, except Saturday night, Saindays, 11:30 A. M., 1:00, 3:30, 5:00, 5:00 P. M., 12:15 might.
 For Harrisburg at 4:00, 74, 8:45 A. M., 1:00, 1:30, 4:00, 5:00, 5:40, F. M., 1:215 might.
 Sundays, 11:30 A. M., 1:03, 5:06, 1:30 F. M., 1:215 might.
 Sundays, 11:30 A. M., 1:03, 5:06, 1:30 F. M., 1:30, 4:30, 7:30 F. W., 1:115 might, except Saturday might.
 Sundays, 11:30 A. M., 1:30, 3:00, 6:00 F. M., 1:215 might.
 Sundays, 11:30 A. M., 1:30, 3:00 F. M., 1:30, 1:30, 5:30 F. M., 1:30, 5:30 F. M., 1:30, 5:30 Sandays, 11:39 A. M., 128, 313

nuclt:
For Supbury, Lowsburg, and Williamsport at 4:20, 7:45, 8:45 A. M., 100, 130, 7:30 P. M., 12:15 night, except Saturday night. Suches 8, 7:15 A. M., 6:30 P. M., 12:16 midnight.
For Easton, Bethlehem, Allenown, Manch. Chink, Ac., 4:38, 7:15, 8:45 A. M., 10:3, 4:31, 5:45, 7:30, to Allentown, P. M., Sundays, 4:30, 7:15 A. M., 1:30, 2:30

P. M. Allentown, P. M. Sundays, 4-39, 7415 A. M. 1303, 5339 P. M.
For Wilkesbarre, Pittston and Seranton, 8:45 A. M., 4:50 P. M. Sundays, 4-30 A. M.
For High Bridge teranets and Lake Hapateong, 6:00, 8-45 A. M., 1509, 4:30 F. M. Sundays, 7:15 A. M.
For Perth Ambuy at 1:20, 5:25 S. 15, 10:30, 11:30 A. M., 1-30, 2:45, 4:30, 4:30, 5:25 S. 15, 10:30, 11:30 A. M., 1-30, 2:45, 4:30, 4:30, 5:25 S. 10, 0:15, 7:30 P. M.
Sundays, 5:00, 11:30 A. M., 4:0.0 P. M.

with train for Chicago, arriving 9.45 A. M. Beat morning.

180 A. M.—Binghamton mail. Stops at princes and the second of the sec

Enilronds.

DENNSYLVANIA RAILROAD.

PROTECTED THROUGHOUT BY Block Signals and Interlocking Switches.

TRAINS LEAVE STATIONS, foot of Desbrosses and Cortlandt Streets. IN EFFECT SEPT. 4, 1892.

IN EFFECT SEPT. 4, 1892.

THE FAST LINE.

9:00 A. M.—Poliman Vestibule Steeping and Parlor Cars. Arrives Claveland 5.25 A. M., columbus 5.30 A. M., Indianapolis 11.40 A. M., Chicaro 5.25 F. M., and St. Louis 7.15 F. M. and Carrives also, for Toledo, except saturday.

The PPENNSTLVANIA LIMITED.

10:00 A. M.—Composed exclusively of Paliman Vestibule Drawing and State Root, Steeping, During, Smoking, and Observation Cars, presenting financial reports, stenographers and type writers, bathrooms for both sexes, tadies mail, barber shop, library, and all the conveniences of home or office. Lighted by Stationary and movable electric lights. Arrives Cincinal 640 A. M., Indianapolis 7.55 A. M., Chicago 9.45 A. M., and St. Louis 6.15 F. M. next day.

ST. LOUIS AND DUINCINN ATTEXPRESS.

1:00 P. M.—Pullman Vestibule Sleeping Cars from 2:00 P. M. Pullman Vestibule Sleeping Cara from New York and Dining Cara from New York to St. Louis and Cincinnati. Vestibule Smoking Car and Vestibule Passenger Coaches New York to St. Louis Arrives Cincinnati 10:45 A. M. and St. Louis 7:00 P. M. bext day.

THE COLUMBIAN EXPRESS. 2:00 P. M. Pullman Vestibule Sicepung Dining, Smoking, and Pennsylvania Raifroad Vestibule Pay-senger Voaches from New York to Chicago. Arrives in Chicago 3:00 P. N. next day.

6:30 P. M.—Pullman Vestibule Sleeping Car New York to Pittsburgh, Chicago, and Civerand, Dining Cars New York to Pittsburgh, Chicago, and Pittsburgh to Philadelpina, and Pittsburgh to Chicago, Arrives a Cleviand II 40 a. M. Chicago, 9:30 P. M. hext day. Connects for Folesie daily excapt Saturday.

PACIFIC EXPRESS.

8:90 P. M.-Pullman Buflet Steeping Car New York to Chicago. Arrives week days at Coumbus 7:15 F. M. Cleveland dish P. M. next day, and daily at Chi-cago 7:00 A. M. second morning. Connecta for Toled daily, and for Cleveland and Columbus, except Sat-urday.

SOUTHWESTERN EXPRESS. SOUTH WESTERN FAPRESS.

8:80 P. v. Pullman Vestbinle Sleeping Cars New York to Cinclinian. Memphis, and St. Louis. Dining Car, Altoona to Richmond. Arrives Columbia 2445.

P. M. cincinnati et F.; M. Indianapolis 10:15; M. and St. Louis 7:80 A. M. second morning.

4:80 P. M. - Daily for an points on Richmond and Banville Radional, with through Siepperto New Orleans. Ashylife, and Knoxville.

6:60 P. v. - hally for all points on Chesapeake and Onio Rallway, with through Sieping and Dining Cars.

6:60 P. M. --Sheirandoah Valley Express daily, with through Fullman Ruffe Sleeping Car to New Orleans via Knoxville, Chattanooga, and Birmingham.

NALPIMORE: WASHINGTON.AND THE

BALTIMORE, WASHINGTON, AND TRE SOUTH, NOUTS.

10:10A.M., "Washington Limited Express," week days Fullman Vestione Parior Cars. Vestionle Passenger Coaches, Dining Car to Baltimore, arriving S13D P.

130 P

5 mght, ATLANTIC CITY, 1:50 P. M. week days, with mile Buffet Parior Cers and Combined Coach.

NEW YORK, ONTARIO AND WESTERN
Trains leave West 221 st.

8:120 A. M. 115 minutes earlier from the foot of
Franklin st., for Middletown, bloomingburgh, Port
Jervis, Montiocilo, Monnamidale, Faiisburgh, Liberty,
Livingston Manor, Hancock, Larbondiale, Seranton WaitJervis, Montiocilo, Monnamidale, Faiisburgh, Liberty,
Livingston Manor, Hancock, Larbondiale, Seranton WaitJervis, Montiocilo, Montiocilo, Livingston, Middletown, Homenspurgh, Liberty, Livingston, Middletown, Middletown, Riocomingburgh, Ellenville, Faiisburgh, Monticello,
Hurleyville, Liberty, White Lake,
S:165 P. M. 2mpbeil Hail, Lakes Mohonk and Minnewaska, Waikill Valley stations, Middletown, Riocomingburgh, Ellenville, Faiisburgh, Hurleyville, Laberty,
White Lake, Livingston Manor,
17:700 P. M., Mudletown, Failaburgh, Liberty, Livingston Manor, Rockland, Walton, Sidney, Norwich,
Oneida, Gweege, Eochester, Ningora Faiis, Betroit, Chicaro, and West. Fullman sleepers, reclaiming chair car
1:455 P. M., 221 al., Saturdaya, only, for Middletown,
Riocomingburgh, Eilenville, Monntandaie, Fallsburgh,
Monticello, Hurleyville, Liberty, White Lake, Rockland,
Daily; sil other trains daily except Sunday.

Fullman drawing room seafs and sleeping car berths
obtained at 328 Broadway, New York,
J. C. ANDERSON, G. F. A., 56 Beaver st. New York,

New York and Boston All Rail.

Leave. By way of Due 100 M. Springdeli and Worcester, 3:30 P. M. 10:93 A. M., New London and Providence, 4:30 P. M. 11:300 A. M., Springdeli and Worcester, 8:30 P. M. 12:00 M. Springdeli and Worcester, 5:40 P. M. 12:00 M. Springdeli and Worcester, 5:40 P. M. 19:00 P. M., Hartford and N. Y. and N. P. M. (10:00 M. 19:00 P. M. 10:00 P. M. 10:00 P. M. (10:00 P. M. (

Steamboats.

PROVIDENCE LINE. Route to | BOSTON |

Route to ; East. Dining rooms on main deck and orchestra on each steamer. The CONNECTIGUT and MASSAURISETTS, in commission, leave Pier (old No.) 29, N. R., foot of Warren St., at 5:30 P. M., daily, except Sunday, connecting with Parlor Car Train due Boston 7:15 A. M., Also express due Worcester S. A. Through parlor cars to White Mountains, Leaving steamer 7:15 A. M., due Fahyans 4:30 P. M., Tekets and staterooms at principal city ticket offices.

STONINGTON LINE.

Inside route to Boston and the East Only direct Sound route to Narraganeett Pier and Watte Hill, New Steel Steamers MAINS and N.P.W. MAIN-STEEL Leave new Pier St. N. One hook above Canalst, 45 6:30 P. M. daily, Sundays included.

Canal st., at 6:30 F. M. daily, Sundays included.

FOR ROSTON, NEWPORT, PROVIDENCE, MARTHA'S VINEYARD, NANTICKET, CAPE, Colp., WHITE MOUTAINS, and all Eastern Points. Dob BLE at MMER SERVICE.— The four leading steambonts of the world in commission together, Parel on, Figure 18, Filterian, and recycle for, Parel on, Figure 18, Filterian, and recycle for, Leave New York from Plet 28, N. R. foot of Murray st., week days at 6:30 and 6:36 F. M. SUNDAYS 5:30 F. M. Jersey City 4:60 F. M. A spiendid band and orchestra attached to each steamer.

PULLMAN VESTIBULED and EXPRISS TRAINS, with through cars from Fall River to Boston, Providence, Cape Cod points, White Mountains and New Hedford, connecting at latter point with direct boats to Post Office box 452 for copy of "In Brightest Summer Land."

Hudson River by Daylight.

RHINEBLUK AND CATSKILL for the mountain resorts.
ALBANY, with trains for Boston, Saratoga, Montreal,
Ningara laits, and the West
MORNING AND AFTERNOON CONCERTS.

POR BOSTON and all points North and East. Direct route to NEW Collows by North and East. Direct route to NEW Collows by North State BLOCK Islands of North State Block Islands of North State Block Islands of North State Block Islands broass at Ferry, daily, Sanday sweepled, at 6:30 P. M. Tickets and staterooms ascured at principal ticket offices in New York, Brooklyn, Jersey City, Pier 40, and on steamers.

MUDSON RIVER STEAMER MARY
POWELL.

DAILY EXCEPT SUNDAYS.
Leaves Desbroses St. 3 15 P. M.; Saturdays, 145 P. M.
LABOR DAY leaves New York at 1:45 P. M.
Do. West 22d at. 3 50 P. M.; Saturdays, 2:00 P. M.
For CRANSTON'S, WEST FOINT, CORNWALL, NEW-BURGH, NEW HANBURGH, MILTON, POUGHEEP SIE, HYDE PARK, RONDOUT, and KINGSTON.

A I.BANY MOATM, PROPLE'M I.INE.—
A Steamers DREW and DEAN RICHIMOND leave old
Pier 41, N. R. toot of Canal at, at 6 P. M. daily, Sundays
excepted, connecting with express trains for Saratoga,
Late George, and all addrondact points. Leave Brooklyn, via Annaz, foot of Pulton at, 6 P. M. Saturday
night steamer connects with Sunday morning train for
Saratoga and Lake George.

Steambouts.

CATSKILL, MOUNTAINS.—Steamers KAATERSKILL and CATSKILL leave every week day at 0 P.M. from Pier 48, foot of West lith si, connecting with CATSKILL NOUNTAIN AND CAINO RAILBOAD and the new Olts Elevating Railway to the summit. ... rectory of hotels and aummer boarding houses free at pier or makind only address by W.J. HUGHES, Treas., Catskill, K. Y. W. J. HUGHES, Treas., Catakill, R. T.

RANNDELL LINE.—Stramers leave Pler 24, N. R., foot
of Frankin et., for West Point, Cod Spring, Cornwall, Plahkill Landing, Cranston's, and Newburgh week
days, 5 P. M.; Sundays, D A. M.

FOR SAUGERTIES and Catakill Mountains.—Steamers saugerties and Catakill Mountains.—Steamers saugerties and Catakill Mountains, every week
day at 5 P. M.; Saturdays, 1:30 P. M., from foot of West
11th st. Pick 80. TH KORWALK.—Steamer CITY OF ALBANY Picares Beekman st., 2:30 P. M.; Saturdaya, 2 P. M.; leaves Slat at., 2:50 P. M.; Saturdaya, 2:20 P. M. HUDSON AND COXSACKIE BOATS leave every week day at 5 P M., from Pier 48, foot of West 11th at. conecting with Boston and Albany R. R.

HARTFORD LINE.—Steamers leave Pier 24, East River, daily, except Sundays, at 5 P. M., for Hart-ford and Connecticut River landings. TROY BOATS.

CITY OF TROY OF SARATOGA leaves Pier 40, N. R.,
out of West 10th st., daily, except Saturday, 6 P. M.,
anday steamer touches at Albany.

THE Montank Steamboat Company, Limited, for Oricut, shelter Island, Greenfort, Southold, and Sag. Interior, daily after 18 May 2015 Sundays, Pier 23, E. Rottor, daily after 18 May 2015 Sundays, Pier 23, E. Sag. Harbor at 4 30 P. M. Swey day except Salurday. Leave New York Saturdays at 2 october 1. May 2015 Sundays at 2 october 1.

Ocean Steamers.

A TLANTIC TRANSPORT LINE.

NEW YORK-LONDON.

**MANITORA Wednesday, Sept. 7
MANSACHUSETTS Wednesday, Sept. 17
**MOHAWK Wednesday, Sept. 26
**MISSISSIPPI country been specially constructed for the London trade by Mesars Hariand & Wolf of Relfast. They are utted with electric light throughout, and have splendid accommodations for a funited upper special sp

A -HAMBURG-AMERICAN PACKET COMPANY,
This line holds the record for featest time to London,
This line holds the record for featest time to London
Cormannia Sept. 8, 7 A. M. F. Benarck Sept. 22, 7 A.
Columbia, Sept. 1, 128, P. M. Aug'ta Vet. Sept. 29, 11 A.
HAMBURG-AMERICAN PACKET CO., 37, B way, S. CUNARD LINE TO LIVERPOOL VIA QUEENSTOWN CUNARD IASE 19 ECCEPTED A M. Umbria Oct. 8 7 A. M. Limbria Sept. 10, 8 A. M. Umbria Oct. 15, 1 P. M. Aurania Sept. 21, 2 P. M. Aurania Oct. 15, 1 P. M. Etruria Sept. 24, 7, 79 A. M. Etruria Oct. 22, 0 A. M. Servia Oct. 1, 0001, Servia Oct. 20, 11 A. M. Servia Oct. 1, 0001, North River, 1001 Circk Son 8, VERNON B. RROWN & CO., General Agents.

FOR QUEENSTOWN AND LIVERPOOL.
This Line has discontinued carrying Steel are Pessengers Com Europe. This Line has discontinued carrying Sieers are Passengers f om Europe.

CITY OF BERLIN. Wednesday, Sent. 7, 5 P. M.

CITY OF BERLIN. Wednesday, Sent. 14, 12 noon from Piers 43 N. R. Adjoining thristopiar St Ferry. First cabin. Sco. and upward, according to steamer and location of room; second cabin. 875 and 840; prapaid, 840; steerage, 820. INTERNATIONAL NATIOAL N

CITY OF WASHINGTON, DAVADA and Seed, Sept. 7
SANTIAGO, Nassau. Santiago de Cuba,
and Clenfugae. Thura. Sept. 30
ORIZABA. Havana and Vexican ports. Sat. Sept. 10
SARATOGA, Havana and Cardenas. Wed., Sept. 14
CITY OF ALEXANDRIA, Havana and Mexican ports.
Sat., Sept. 17
can ports. can porte has direct connection with and issues through bils of lading to all points on Mexican Rallway Co. Mexican Central Rallway Co. Ltd., and the Monterey and Mexican culf Rallway Co. Ltd., and the Monterey and Mexican culf Rallway Co. Ltd., and the Monterey and Mexican culf Rallway Co. Ltd., and the Monterey and Mexican culf Rallway Co. Ltd., and the Monterey and Mexican culf Rallway Co. Ltd., and the Monterey and Mexican culf Rallway Co. Ltd., and the Monterey Co. Ltd.,

NORTH GERMAN LLOYD S. S. CO.

SHORT BUILTE TO LONDON AND CONTINENT.

Steamers and the proper foot of 2d et., Hoboken.

Labor Lower S. Co.

Labor Lower Low

The Sanitary Commis ion of Bremen declares officially that up to date there is no case of Cholera in Bremen. OELRICHS & CO. 2 Bowling Green.

THE CLYDK STEAMSHIP COMPANY.

For Charleston, S. C., and Jacksonville, Fla., and all points in Fiorida, the South, and Southwest From Pier 20. E. R. Mondays, Weds, and Iridaya, 3.F. M. Passettiger accommodations and cusine unsurpassed WM. P. CLYDE & CO., tien, Agts. 5 Bowling Green, N. Y. T. G. Eger, Gen. Agt. G. S. Frt. Line, 347 Broadway, N. Y.

TEUTONIC Wednesday, Sept. 7, 4 P. M. BRITANNIC Wednesday, Sept. 14, noon superior second cabin accommodat one on Teutonic and Majestic. Steerage to or from the oid country, \$20, office, 29 Broadway, and on the wharf foot of West 10th st. B. NAITLAND KERSEY, Agent

Public Motices.

POST OFFICE NOTICE. -Foreign mails for the week ending Sept. 10 will close (promptly in all cases) at this office as follows: MONDAY.-At 3 P. M. for Belize and Guatemala, per TURNIAY.—At "3 A. M. for Europe, per steamanty Lahn, via Southampton and Bremen (letters for Ireland must be directed "per lahn"); at 3 F. M. for Bartadoes and Chulad Bolivar, per steamahip El Callao" (letters for Trinidal must be directed "per El Callao").

"per El Callao").

WEDNESDAY -- At 2:30 A. M. for Europe, per steam-ship Gallias, via Queenstown intiters must be directed "per Galla"), at 3:30 A. M. for Beinum direct, per steamship Freedend, via misserp letters must be directed "per Friedend, via misserp letters must be directed "per Friedend, via misserp letters must be directed "per Friedend, via Europe, per steamship Teutonic; at 1 F. M. for Lune, per steamship City of Washington, via Havannaa 2 M. caupplementary 3:30 F. M.; for Europe, per steamship City of Herin, via Queenstown (letters must be directed "per City of Barlin").

3.30 F. M., for Europe, per steamship Cityof Rerin, via queenstown dietora must be directed "per City of Rorin".

THURSDAY.—At 4 A. M. for Europe, per steamship Normannia, via Southampton; at I P. M. (supplementary I 30 P. M.; for Hernutia, per steamship trinoco; at i P. M. (supplementary I 30 P. M.; for Massau, N. P. and Santiago de cluba, per steamship fortuccio; at i P. M. (supplementary I 30 P. M.; for Nassau, N. P. and Santiago de cluba, per steamship trinoco; at 3P. M. for fruxille, per steamship S. Oteri, from New Orienna, at 8:30 P. M. for Newtonnidiand, per steamship crimoco; at 32 P. M. for Funcial and Tornoco, Switzerland, per steamship crimoco; at 32 P. M. for Binocolda, per steamship trinoco, Newtonico, Newtonico, Pertugal, and Turkey, per steamship Lib, South, Portugal, and Turkey, per steamship Lib, South, Portugal, and Turkey, per steamship Lib, South, Portugal, and Turkey, per steamship hender, and Rivian, per steamship Eibe, via Heennen (etters for other parts of Europe via Southampion must be directed "per Kibe", at 4:30 A. M. for Great Britain, Ireland, Heigium, Netherlands, Austria, and Norway (Herzen) per steamship Umbria, via Queenstown deliters for other parts of Europe must be directed "per Industry, at 5 A. M. for Netherlands of the directed "per London Methership City of Rome 1); at 0 A. M. for Normay direct, per steamship Stand (letters must be directed "per Landon Per South Landon Height Stand (letters must be directed "per Island"); at 10 A. M. for Norway direct, per steamship Stand (letters must be directed "per Island"); at 10 A. M. for Norway direct, per steamship Stand (letters must be directed "per Island"); at 10 A. M. for Norway direct, per steamship Stand (letters must be directed "per Pansana"; at 10 A. M. for Norway direct, per steamship Stand (letters must be directed "per Pansana"; at 10 A. M. for Norway direct, per steamship Stand (letters must be directed "per Pansana"; at 10 A. M. for Norway direct, per steamship Pansana latters must be directed "per Pansana"; at 10

11:30 A. M. for Fortune island and Jamaica, also Jacanel and Aux-Cayea, Hayti, per recumbing Adiron-dack.

SUNDAY.—At 31 P. M. for Costa Rica, via Limon, per steamship Adiron-dack.

SUNDAY.—At 31 P. M. for Costa Rica, via Limon, per steamship Adiron-dack.

SUNDAY.—At 31 P. M. for Costa Rica, via Limon, per steamship filts of M. for Chind and Japah, per steamship adiron-dack recommendation of the steam of

Tost and Lound.

POUND-On Sunday, on the 11 o'clock train of the N.Y.C. and H. R. R. R. a pocketbook containing a sum of money. Apply to Miss LEE, 274 5d av., fancy store.

I OST IN GRAND CENTRAL DEPOT.

La ap an for steam-beating the residence of W. R. Pierce, Bridgeport, Coun., from the H. H. Smith Co., 187 Centre at, city, a liberal reward will be given for the return of the same to W. J. LAUGHLIN, 1,043 Park av. S. Y. city, or the above company.

LOST—At Fort George, Sunday afternoon, an opal secarf pin set with diamonds, the finder will be liberally rewarded by returning same to J. A. KUENST-LER 949 3d av. LOST-Yellow half-breed bitch, on Sunday night, Sept.